

Call Board

Volume 57 Issue 1

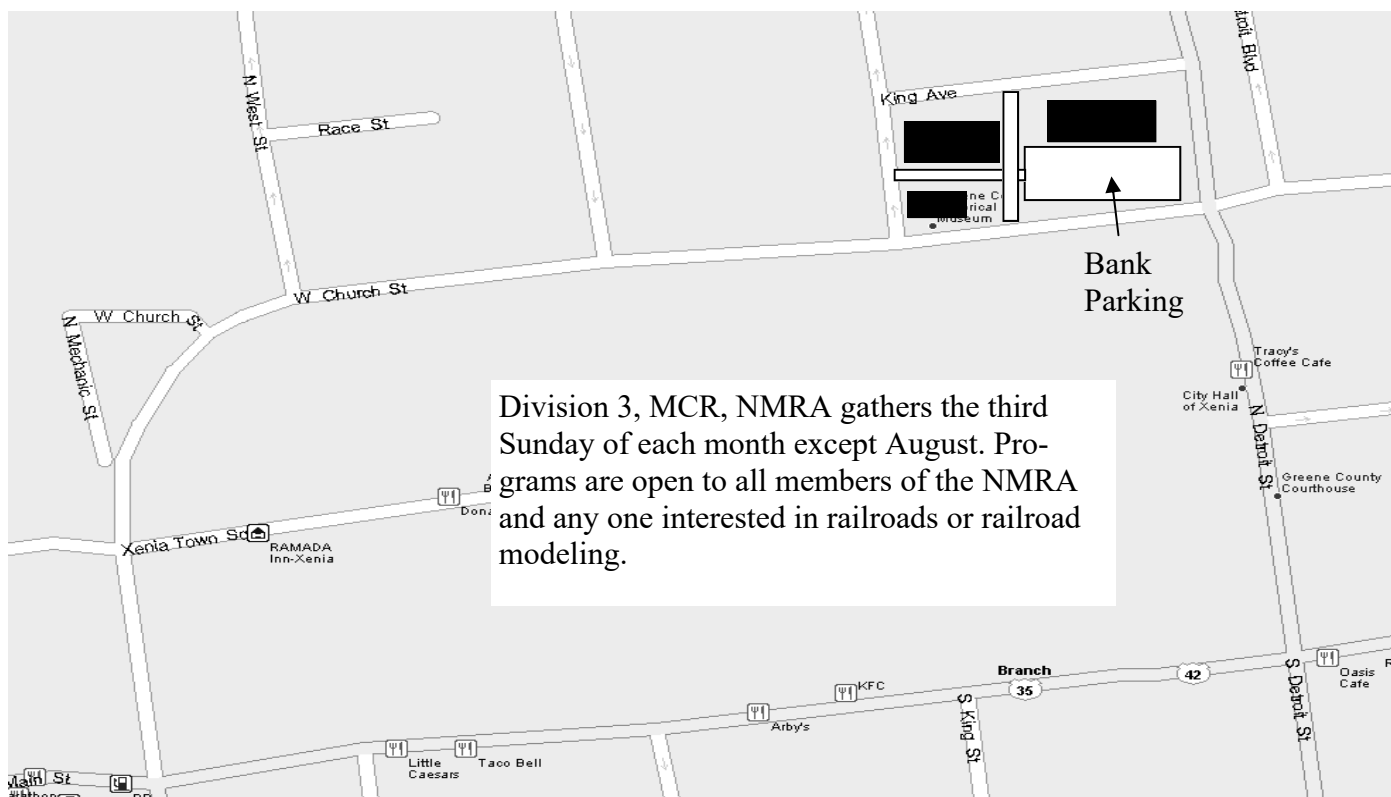
September 2017

The next Crew Call is 2pm on Sunday, September 17, 2017
Greene County Historical Society
74 W Church St
Xenia, Ohio

Program
"Using LED'S ON Your Layout"
by Bill Fairheller

2018 DIORAMA CONTEST

Announcing the 2018 Diorama Contest. Get started now to be ready to enter your diorama at Model Railroad TRAINING Day, 17 March 2018. The contest judging will be held in conjunction with the 2018 Model Railroad TRAINING Day and General Meeting, scheduled for 17 – 18 March 2018. The technical specifications for the contest are posted on the division web site.



Division 3 Website: www.modelraildayton.com



SUPERINTENDENT'S COMMENTS FOR SEPTEMBER 2017

For the last two summers, Kathleen and I visited family in California and doing railroad sightseeing along the way. However, due to the recent lunar eclipse, we brought the California family to Ohio, where we immediately dragged them to St Louis to get a better view of the eclipse. I mention this for a particular reason: I have only a passing interest in astronomy but a huge interest in trains. So I tacked on a visit to the St Louis Museum of Transportation. Am I glad I did! I got a chance to see the UP Big Boy #4006, the Burlington Zephyr, the Aero Train, a GG-1, a majestic NYC Northern, a huge Santa Fe decapod and many other rolling stock of interest. Couple this visit to the one we made to Greenfield Village/Henry Ford Museum near Detroit in late July, and I was in 7th heaven. The train displays in Greenfield Village boast of an Allegheny steam engine, 3 operational steam engines, and an active roundhouse with a manual turn table. I will have photos of all these at our next photo grab bag presentation. Also, as in the past, we used this vacation time to rest before gearing up for our November train show. As previously announced, this year's train show will again be at the Upper Valley Mall in Springfield, but in the vacant J. C. Penney's store rather than the former Elder-Beerman department store. We have our work cut out for us, and I am hoping that all division members will pitch in and help make this show better than those in our proud train show tradition.

In Memoriam:

It is with great sadness that we announce to the division the recent death of Gene Smith after a long illness. Gene was the owner of Smitty's Hobby Shop on Wilmington Pike and served local model railroaders and other hobbyists for over 60 years. Our records show that Gene joined Division 3 soon after the division was founded 58 years ago. Last month Eric Zimmerman and I visited Smitty's Hobby Shop and presented a special plaque honoring Gene's longtime service. Gene was a good friend, and he will certainly be missed.

Congratulations:

Congratulations and thanks to Jim Rollwage for hosting and opening up his home and layout for a tour after our last meeting. We all enjoyed visiting his full basement layout focusing on the Union Pacific Railroad. This makes two outstanding layouts our members have been able to visit this year; Joe Becker was the other one. We will try to do more of these layout visits in the future.

Bus Trip to Cincinnati:

Our 11th Annual Bus Trip is now history. We wish to thank Mike Mereness and Wil Davis for their hard work in pulling off our very highly successful bus trip on August 19 to 4 outstanding layouts in the Cincinnati area and to the Cincinnati Street Car and Maintenance Facility and a ride on the entire route of the street Car. And thanks to our 16 members who participated in this event again this year.

Miscellaneous:

The BOG Meeting for September is scheduled for September 11, at the home of Tom Mroczka. All BOG members should plan accordingly. Again, thanks to Dana Yarnall and Gail Richardson for their hard work in bringing our division websites, Facebook accounts, and train show internet ads up to date.

I am aware of two imminent train shows other than ours: The All Trains Flea Market and Swap Meet at the Darke County Fairgrounds on September 19 (just before our General Meeting) and Division 7's Train Show at Lakota from October 14-15.

42nd Annual Dayton Train Show:

As I write this, we are two and a half months out from putting on our annual train show. We have a smaller committee who have met 6 times in planning details. We will have over 400 tables accommodating nearly 100 vendors, and with the extra space in old Penny's store, we have added a few more exhibitors and increased the space for running trains. We also have Accurail box car kits for the Boy Scouts Railroading Merit Badge and 4 Thomas the Tank Engine Sets to give away to kids. We are making the final details for all aspects of publicity to help guarantee that we will get a great public showing. We now need division volunteers to help with

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the actual train show on November 4 & 5 in the following areas: front desk; full time announcer; management of the drawing tables; Division 3 booth, membership and our loop layout and test track and possibly the Dalmatian Switching District, and consignment tables; security; Friday set-up and Sunday take-down; and clinics to name the big ones. Think about volunteering where you can help, and spouses are welcome.

We plan to have volunteer sign-ups for all the special jobs at the September 19 meeting. In reality, we have two months to tie all the loose ends together. Let's make this another great train show.

And finally, we hope to see everyone at the September 19 General Meeting at the Greene County Historical Society at 2 PM. Bill Fearheller will speak on Diodes – you don't want to miss this one.

Rick Lach, Superintendent



Division 3, 2017 Bus Trip

The annual bus trip is now in the rear view mirror. Fifteen persons headed to Cincinnati where we visited four outstanding layouts and were treated to a shop tour of the new Cincinnati Streetcar System, which we culminated with a ride around the 3+ mile loop. For some reason our attendance was half of what it traditionally has been. Since this is an annual event that takes the place of our annual meeting it should not catch people off guard. I think I can speak for everyone when I say that we saw some outstanding layouts. Although we visited Cincinnati last year, these were all layouts that we didn't get to see last year.

Some we have visited in the past, but most have made a lot of progress since our last visit. Although we have visited Gerry Albers, Virginian, which is relatively mature as far as construction, it's still a treat to visit. We visited Bob Lawson's Southern Railway System, which rivals any layout I have seen featured in the modeling press, particularly in terms of details and realistic scenes. Most, if not all, of his structures are scratch built and many have completely detailed interiors with removable roofs that are complete as well. The layout is also populated with what must be thousands of figures! Rick Case's East Broad Top models the entire railroad from end to end. Rick confessed that he compressed some of the track mileage between towns, but all of the towns and mines are represented. I was most impressed by the overall height as it's rare that I walk into a layout that's at my eye level! However he provided ample step stools for those who may not be as tall as I am. It ran flawlessly and Bob Fink handed me a throttle that controlled a passenger train running over the layout, which was interrupted by the call for bus departure.. The last layout was Bill Doll's Forest Park Southern. We visited it some years ago, when it was mostly bench work and track, but not so anymore. It is mostly complete and in addition to the FPS, it features an interchange with the C&O, so there's lots of operation. It too ran flawlessly. Many of us came away from these layouts awed and inspired to redouble our efforts to get our layouts moved along to a complete state.

Mike did another terrific job of arranging our annual bus tour. Even though the restaurant that was to provide our box lunches had a fire, Mike was able to get a substitute nearby with no impact on the trip. When you see Mike thank him for eleven years of great trips!

Contests

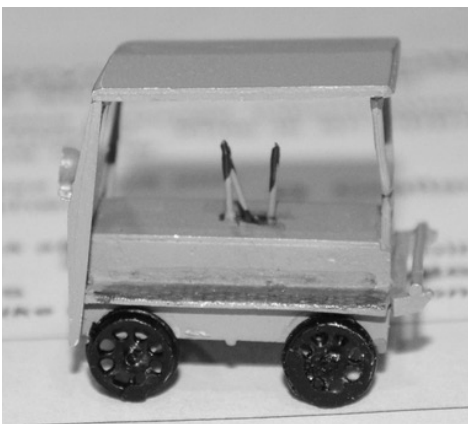
We have three categories each month. You can enter Scratch Built, Kit Bashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you “on the spot”

The coming contest schedule ...

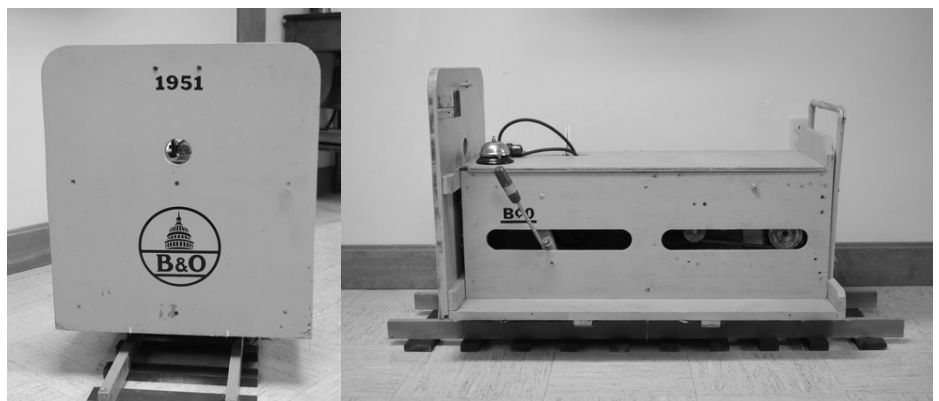
September - Make it cheap (1-3-5 Dollar)

- January - Open Loads
- February - No Contest
- March - Freight Cars
- April - Passenger Cars
- May - Diesel Locomotives
- June - Steam Locomotives
- July - Non-Revenue Cars
- August - No Contest
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose
- November - Weathering
- December - Structures

Results for July 2017 Non-Revenue Cars	
LEVEL 1	KIT
First Place	Ric Zimmerman
Second Place	Dan Mudge
LEVEL 2	KIT BASH
First Place	Ric Zimmerman Bob Fink
LEVEL 3	SCRATCHBUILT
First Place	Harry Noble
PHOTO	
First Place	Ric Zimmeman
Second Place	Paul Jenkins Nathan Adams
Third Place	Ric Zimmerman Jim Rollwage Dan Mudge



First Place Kit



First Place Scratchbuilt

Diary of an Amateur Used Car (Kit) Owner – Part 2 (Bob Fink Does It To Me Again!)

I'm back with Part 2 of the continuing Saga of building a covered hopper from an antique Ambroid craftsman kit. In part 1, I gave the background for this project, and documented the first few steps in assembling the car components. For reference and refreshment, below are a few acronyms I had defined in part 1, which are occasionally used in Part 2.

CWGB – Cold, Whole-Grain Beverage
LRB – Little Red Box

Day 3:

I was able to fabricate a reasonable facsimile of the rest of the bolster by cutting out, shaping, and fitting together teeny-tiny wooden pieces, two for each side of each bolster, gluing in place, and then cutting out and forming a bolster cap piece from 0.010" thick styrene sheet (New Technology again), one for each side of each bolster, and gluing in place with CAA. The result looked pretty good for an amateur. I now had a chassis with hopper bay doors, couplers, trucks, and truck bolsters. It was time to look at the hopper body. The basic hopper cylindrical body had been already glued together, along with end walls in place. A bit of trimming and sanding here and there, and I was able to fit the body onto the chassis. Things are looking good!

Then it occurred to me that this wooden body is likely to show wood grain when painted, and needs to be sealed in some way to make it look like steel. I consulted my mentor, Bob Fink, and he suggested brush painting it with Testors Dullcote, sanding in between coats, as it is a lot like sanding sealer. I gave it a try, and after sealing and sanding 3 coats of Dullcote, it was as smooth as a baby's bottom! Terrific, time for a CWGB!

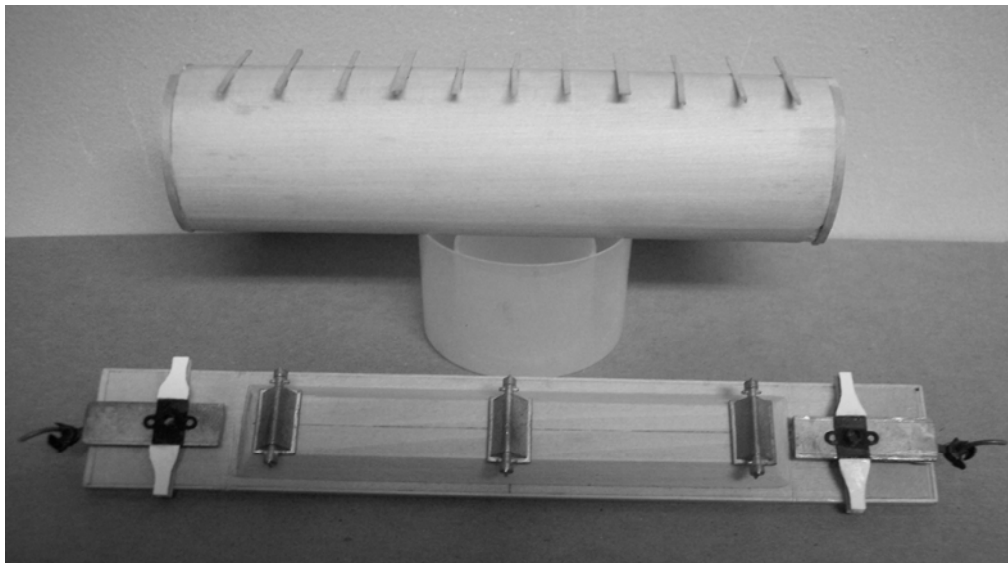


Photo 1 – Cylindrical body shell and underframe assemblies. Note scratch-built bolsters, the hopper door castings, couplers, etc..

Day 4:

The next step in the instructions described installing a walkway support structure on top of the body shell. It kind of looks like a trestle bridge, made up of many teeny-tiny pieces. Some of the main support trusses had already been installed by the previous owner of the LRB (Little Red Box), but a couple trusses were broken.

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So I found a couple of sticks of the appropriate angle stock and replaced the broken ones. The trusses are supported on each end by a vertical piece of angle stock approximately 5/16" long. So I proceeded to cut these small support struts from the correct size angle stock (only 3/64" wide). No matter how carefully I tried, every time I sliced a teeny-tiny piece to the appropriate 5/16" length, the piece splintered into two flat pieces! Apparently the wood was just too old and dried out to withstand the pressure of even a new, sharp No. 11 Exacto knife blade!

After pondering my dilemma for a few moments, I postponed my trip to the kitchen for a CWGB to try using a similar sized strip of styrene (new technology again). I was able to cut one piece to the right length, bevel the edge to fit the contour of the cylindrical shell, and glue it in place under one of the support trusses. Whew, only 21 more struts to go! Well, let's not rush it, time foryou know what!

Day 5:

Day 5 occurred about a week after Day 4, because I thought I needed at least 8 hours to cut and fit the remaining 21 support struts. Surprisingly, it only took 3 hours to complete all the rest of the support struts. The result looked pretty impressive to me, so I decided to celebrate the accomplishment with a CHGB break.

Day 6:

The next step was to install the brake system components. The parts in the LRB were cast metal brake cylinder, triple valve, and the air tank. The instructions said to install these on the "B-end" of the car, after cementing the body to the chassis (which I did on Day 4), and then add the piping, linkages, lever arms, etc., using the pieces of wire and scrap wood in the LRB. Yeah, right!

I decided to use my own styrene strips for the lever arms, and cut them out to the proper shape, and then used my own supply of Phosphor Bronze wire to shape the various lever linkages, piping from cylinder to triple valve, air tank to triple valve, etc., etc., etc. This task was very tedious because all of the brake "stuff" is located in the small area at the B end of the car between the chassis and the underside of the body. Nevertheless, I managed to cobble together a reasonable facsimile of the brake system that didn't fall out when I turned the car upside down, so I called it good, and headed to the kitchen for a CHWB.

Day 7:

Day 7 occurred about three weeks after Day 6, because I had Carpal Tunnel surgery, and was unable to do any modeling while the surgery healed. Not only that, I was on pain medication, and my loving wife nixed partaking of any alcoholic beverages while taking said medication, Whole Grain or not! At any rate, the next step to tackle was construction and installation of end frames and ladders. The end frames are made up of angle stock, and I chose to use styrene angle stock instead of the dried-up, fragile wood angle stock supplied in the LRB.

Does anyone remember the days when building a model airplane from a balsa wood kit, you had to pin pieces of wood to a plan covered with wax paper, and build the assembly piece by piece, until the assembly – like a wing or a fuselage side or tail – was complete, then un-pin it and put the assemblies together? Well, that's the process I had to do to make the end frames! At any rate, I managed to get both end frames together – it's not easy to pin styrene pieces to a plan covered with wax paper! Savoring success, I decided to retire to the kitchen and partake of a cup of hot coffee (still on the meds).

Day 8:

Once the end frames had dried, I installed them using CAA, in order to adhere the styrene parts to the wood end platforms. This required adding angle stock to the sides of the hopper body that serve as upper supports for the end frames. Needless to say it took several attempts to align and glue the side supports to the end frames while the end frames tried to fall over in the process. This is where having three hands would have been "handy." As it was, I only had 1 ½ hands, as my right hand was not back to 100%, still recovering from

Carpal Tunnel surgery. Lacking permission to partake of a CWGB, I practiced my four-letter word vocabulary instead. After a couple of hours of this, I managed to get the darn thing to stay together, and retired for the night.

Day 9:

The next step, according to the instructions, was to install the hatch covers on top of the cylindrical tank body. These were round metal castings, and I was not surprised to find that they didn't fit. It seems that they were to be positioned over the top of roof walk cross-members, and I wound up having to file grooves into the bottoms of the castings so that they straddled the cross-members and sat on the body with no gaps. This was not an easy task, requiring me to hold on to the little things while trying to file grooves on the bottoms with a jeweler's file. I think I filed more skin off my fingertips than I did metal from the hatch castings, but I got it done, and was able to fit them and glue them in place on top of the car body. Once they were in place, I decided to spray paint the top of the body, as well as the ends, so that they got a good coat of final paint before I glued on the roof walks, which will cover up a lot of the top of the car body. Having done this, it was time for a cup of coffee and a couple of Girl Scout cookies (Samoa's).

Day 10:

Progress was delayed on this "fun" project due to Easter Holidays, family activities, etc., so Day 10 occurred about two weeks after Day 9. The next step was to install the roof walk pieces, which were made of cast metal – probably lead, and therefore found to cause cancer in the state of California. Thank goodness I don't live in California! So I filed and trimmed the flash from the various roof walk parts, straightened them out so they were flat, and then glued them in place with CAA. A few more detailed parts were added, including grab irons on the ends, a trim strip along the sides, and the brake wheel and brake assembly on the "B" end of the car. The last pieces to be added were ladders and stirrup steps at each end of the car. So far, no pieces fell off that I'd attached, so this was a good time to put the model aside, head upstairs for a Cold, Whole-Grain Beverage, and celebrate my success so far.

A couple more photos of the progress to date are shown below.

Phil Gliebe



Photo 2 – Covered Hopper Model with the roof walk support structure is completed.

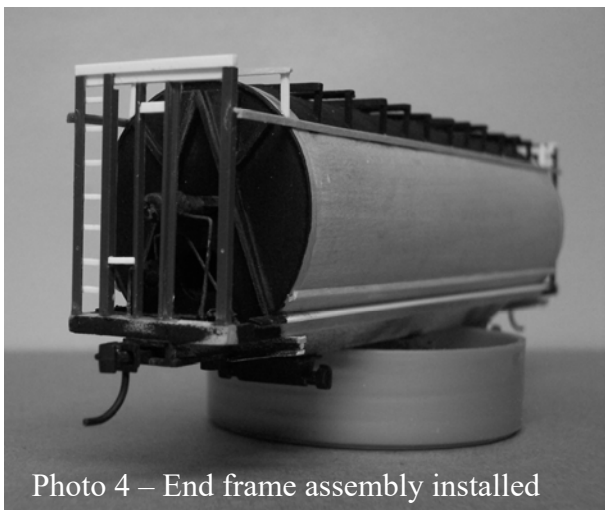


Photo 4 – End frame assembly installed

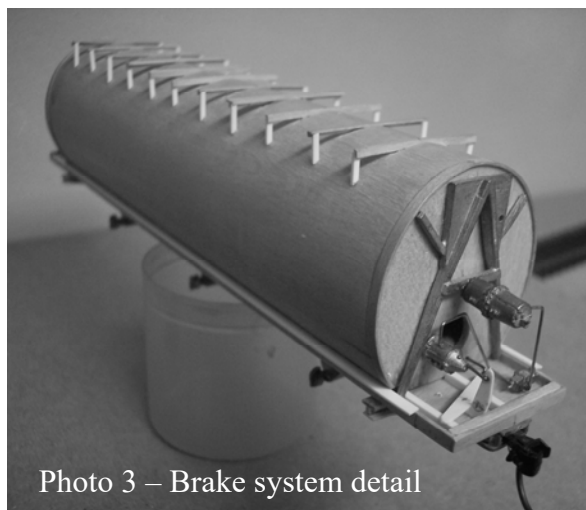


Photo 3 – Brake system detail